Old Series { Sacramento Div. No. 115. / Oregon & Woodland Div. No. 9.

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

## TIME TABLE No. 1

(NEW FORM AND SERIES)

#2 11/1/92

FOR THE

# SACRAMENTO DIVISION.

TO TAKE EFFECT FRIDAY, JULY 1ST, 1892, AT 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
*General Superintendent.*

J. B. WRIGHT,
*Div. Superintendent.*

A. N. TOWNE,
*General Manager.*

R. H. PRATT,
*Asst. Gen. Superintendent.*

T. R. JONES,
*Asst. Div. Supt.*

# SACRAMENTO DIVISION: Sacramento and Truckee.

## FROM SAN FRANCISCO.

| Second Class. | | | | | | | | First Class. | | | | | | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 1, July 1, 1892. STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 Marysville Freight. Lv. Daily, Ex. Sun. | | 19 Freight. Lv. Daily. | | 9 Freight. Lv. Daily. | | 7 Through Freight. Lv. Daily. | | 5 Through Freight. Lv. Daily. | | 15 Oregon Express. Lv. Daily. | | 11 Red Bluff Passenger. Lv. Daily. | | 25 Colfax Passenger. Lv. Daily. | | 3 Atlantic Express. Lv. Daily. | | 1 Atlantic Express. Lv. Daily. | | | |
| | | | | | | | | | | P M 7.00 | | A M 7.00 | | A M 8.30 | | P M 6.00 | | A M 8.00 | | | SAN FRANCISCO |
| A M 5.10 | | | | A M 12.01 | | A M 7.40 | | P M 2.15 | | P M 10.50 | | P M 3.00 | | P M 4.55 | | P M 10.00 | | A M 11.55 | | 151.19 | dn. SACRAMENTO W. |
| 5.20 | | | | 12.20 | | 7.55 | | 2.25 | | 10.58 | | f 3.08 | | f 5.04 | | 10.09 | | P M 12.04 | | 154.55 | 3.36 Am. River Bridge |
| 5.35 | | | | 12.35 | | 8.10 | | 2.40 | | 11.07 | | f 3.16 | | f 5.13 | | 10.18 | | f 12.13 | | 157.62 | 3.07 Benali |
| 5.40 | | | | 12.40 | | 8.15 | | 2.45 | | 11.10 | | f 3.18 | | s 5.20 | | 10.20 | | f 12.16 | | 159.11 | 1.49 Arcade |
| 6.05 | | | | 1.05 | | 8.35 | | 3.10 | | 11.22 | | s 3.30 | | s 5.35 | | f 10.35 | | f 12.31 | | 165.53 | 6.42 Antelope |
| 6.20 | | | | 1.30 | | 8.50 | | 3.40 | | 11.35 | | 3.40 | | s 5.45 | | s 10.43 | | s 12.40 | | 169.43 | 3.90 d. ROSEVILLE JC. W. |
| A M | | A M | | 2.00 | | 9.20 | | 4.00 | | P M | | P M | | s 5.55 | | s 10.55 | | s 12.50 | | 173.34 | 3.91 dn. ROCKLIN W. |
| | | 6.00 | | 2.40 | | 10.00 | | 4.50 | | | | | | 6.00 | | 11.05 | | 1.05 | | | |
| | | 6.15 | | 2.55 | | 10.15 | | 5.05 | | | | | | s 6.10 | | 11.15 | | s 1.17 | | 176.38 | 3.04 d. Loomis |
| | | 6.35 | | 3.10 | | 10.30 | | 5.20 | | | | | | s 6.20 | | 11.26 | | s 1.28 | | 179.26 | 2.88 d Penryn |
| | | 7.00 | | 3.45 | | 10.55 | | 5.45 | | | | | | s 6.35 | | s 11.39 | | s 1.41 | | 182.44 | 3.18 d. Newcastle W. |
| | | 8.35 | | 4.15 | | 11.30 | | 6.20 | | | | | | s 7.05 | | A M s 12.05 | | s 2.10 | | 187.33 | 4.89 dn. Auburn W. |
| | | 9.25 | | 4.45 | | P M 12.40 | | 7.35 | | | | | | f 7.35 | | 12.25 | | f 2.35 | | 194.04 | 6.71 d. Clipper Gap W. |
| | | 9.50 | | 5.00 | | 12.55 | | 8.10 | | | | | | f 7.44 | | 12.37 | | f 2.49 | | 197.01 | 2.97 Appiegate |
| | | 10.05 | | 5.15 | | 1.10 | | 8.25 | | | | | | f 7.55 | | 12.50 | | s 3.10 | | 200.32 | 3.31 d. N. E. Mills |
| | | 10.45 | | 5.50 | | 1.40 | | 8.50 | | | | | | 8.10 | | s 1.05 | | s 3.30 | | 205.38 | 5.06 dn. COLFAX W. |
| | | 11.10 | | 6.15 | | 2.15 | | 9.15 | | | | | | P M | | 1.15 | | 3.40 | | 209.88 | 4.50 C. H. Mills |
| | | 11.55 | | 7.00 | | 2.35 | | 9.50 | | | | | | | | 1.37 | | f 4.00 | | 215.84 | 5.96 dn. Gold Run W. |
| | | P M 12.10 | | 7.10 | | 3.20 | | 10.10 | | | | | | | | s 2.10 | | s 4.25 | | 217.97 | 2.13 d. Dutch Flat |
| | | 12.50 | | 7.50 | | 3.30 | | 10.40 | | | | | | | | s 2.25 | | s 4.40 | | 219.84 | 1.87 n. Alta W. |
| | | 1.05 | | 8.00 | | 3.55 | | 10.50 | | | | | | | | 2.37 | | f 4.50 | | 220.68 | 0.84 d. Towles |
| | | 1.50 | | 8.25 | | 4.05 | | 11.15 | | | | | | | | f 2.43 | | s 4.54 | | 224.68 | 4.00 Shady Run |
| | | 2.50 | | 9.10 | | 4.30 | | 11.55 | | | | | | | | 3.00 | | f 5.09 | | 229.40 | 4.72 dn. Blue Canon W. |
| | | 3.10 | | 9.30 | | 5.00 | | A M 12.15 | | | | | | | | s 3.20 | | s 5.25 | | 232.43 | 3.03 27. Wood Shed |
| | | 3.50 | | 9.55 | | 5.35 | | 12.50 | | | | | | | | 3.30 | | 5.35 | | 234.60 | 2.17 dn. Emigrant Gap W. |
| | | 4.15 | | 10.20 | | 6.10 | | 1.15 | | | | | | | | 3.48 | | f 5.50 | | 238.86 | 4.26 Yuba Pass |
| | | 4.55 | | 10.45 | | 6.35 | | 1.45 | | | | | | | | s 4.00 | | s 6.04 | | 243.10 | 4.24 dn. Cisco |
| | | 5.20 | | 11.00 | | 7.00 | | 2.05 | | | | | | | | 4.15 | | f 6.18 | | 246.61 | 3.51 Tamarack |
| | | 5.50 | | 11.20 | | 7.30 | | 2.25 | | | | | | | | 4.35 | | s 6.40 | | 250.63 | 4.02 dn. Cascade |
| | | 6.05 | | 11.30 | | 7.55 | | 2.40 | | | | | | | | 4.50 | | f 6.53 | | 253.44 | 2.81 Soda Springs |
| | | 6.20 | | 11.55 | | 8.15 | | 2.55 | | | | | | | | 5.08 | | f 7.09 | | 256.40 | 2.96 dn. Summit W. |
| | | 6.40 | | P M 12.15 | | 8.25 | | 3.00 | | | | | | | | 5.17 | | f 7.17 | | 259.10 | 2.70 Lake View |
| | | 7.00 | | 12.35 | | 8.45 | | 3.25 | | | | | | | | s 5.30 | | s 7.30 | | 263.09 | 3.99 dn. Tunnel 13 |
| | | 7.05 | | 12.40 | | 9.05 | | 3.45 | | | | | | | | 5.41 | | f 7.41 | | 264.19 | 1.10 Strong's Canon |
| | | 7.35 | | 1.15 | | 9.30 | | 3.50 | | | | | | | | 5.56 | | f 7.56 | | 270.71 | 6.52 dn. TRUCKEE W. |
| | | P M | | P M | | 10.00 P M | | 4.20 A M | | | | | | | | 6.00 | | f 8.00 | | | |
| | | | | | | | | | | | | | | | | 6.20 A M | | 8.20 P M | | | |
| | | | | 10.00 A M | | 3.45 P M | | 12.45 A M | | | | | | | | 5.15 A M | | 6.30 P M | | | OGDEN |
| Ar. Daily. Ex. Sun. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | Ar. Daily. | | | |

# SACRAMENTO DIVISION: Sacramento and Truckee.

**TIME TABLE No. 1, July 1, 1892.**

STATIONS.

DISTANCE FROM TRUCKEE.

## TOWARD SAN FRANCISCO.

### First Class.

| 2 — Pacific Express. Ar. Daily. | 4 — Pacific Express. Ar. Daily. | 26 — Colfax Passenger. Ar. Daily | 12 — Red Bluff Passenger. Ar. Daily. | 16 — Oregon Express. Ar. Daily. |
|---|---|---|---|---|
| P M 9.45 | A M 9.15 | P M 4.45 | A M 10.45 | A M 8.15 |
| P M 5.40 | A M **5.10** | A M 10.10 | A M 10.30 | A M 4.15 |
| 5.32 | 5.02 | *f* 10.02 | *f* 10.22 | 4.07 |
| *f* 5.23 | 4.53 | *f* 9.53 | *f* 10.13 | 3.58 |
| *f* **5.20** | 4.50 | *f* 9.50 | *f* 10.10 | 3.55 |
| *f* 5.10 | 4.40 | *s* 9.40 | *f* 10.00 | 3.45 |
| *s* 5.00 | *s* 4.30 | *s* 9.30 | 9.50 A M | 3.35 A M |
| *s* **4.50** | *s* 4.20 | *s* **9.20** | | |
| *s* 4.32 | *f* 4.04 | *s* 9.10 | | |
| *s* 4.22 | *f* 3.56 | *s* 9.01 | | |
| *s* 4.10 | *s* **3.45** | *s* 8.50 | | |
| *s* 3.55 | *s* 3.30 | *s* **8 35** | | |
| *f* 3.32 | 3.10 | *s* 8.15 | | |
| *f* 3.23 | 3.02 | *f* 8.07 | | |
| *s* **3.10** | 2.53 | *s* 7.58 | | |
| *s* **2.50** | *s* 2.40 | 7.45 A M | | |
| *f* **2.35** | 2.25 | | | |
| *s* 2.20 | *s* **2.10** | | | |
| *s* 2.13 | *s* 2.00 | | | |
| *f* 2.06 | 1.53 | | | |
| *s* 2.03 | *f* 1.50 | | | |
| *f* **1.50** | 1.38 | | | |
| { 1.30 / *s* 1.25 | { 1.20 / *s* 1.10 | | | |
| *f* 1.13 | 12.56 | | | |
| *s* 1.07 | *s* **12.50** | | | |
| *f* 12.53 | 12.37 | | | |
| *s* 12.40 | *s* 12.25 | | | |
| *f* 12.27 | 12.12 A M | | | |
| *f* 12.13 | 11.58 | | | |
| *f* 12.05 | 11.50 | | | |
| P M *s* **11.55** | *s* 11.40 | | | |
| *f* 11.42 | 11.24 | | | |
| *f* 11.28 | 11.09 | | | |
| *f* 11.24 | 11.05 | | | |
| 11.00 A M | 10.40 P M | | | |
| 12.01 P M | 12.45 A M | | | |
| Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. |

### Second Class.

| 6 — Through Freight. Ar. Daily. | 8 — Through Freight. Ar. Daily. | 10 — Freight. Ar. Daily. | 20 — Freight. Ar. Daily. | 34 — Marysville Freight. Ar. Daily. Ex. Sun. |
|---|---|---|---|---|
| | | | | |
| A M **12.01** | P M 1.45 | A M 2.40 | | P M **4.55** |
| A M 11.40 | 1.35 | 2.25 | | 4.35 |
| 11.20 | 1.20 | 2.10 | | 4.20 |
| **11.10** | 1.15 | 2.05 | | 4.15 |
| **10.35** | 12.55 | 1.45 | | 3.55 |
| 10.05 | **12.40** P M | **1.30** | | **3.40** P M |
| 9.45 | 11.55 | 1.15 | P M 7.00 | |
| 9.30 | 11.30 | 1.00 | 6.40 | |
| 9.20 | 11.15 | 12.45 | **6.20** | |
| 9.05 | **10.55** | 12.30 | **5.45** | |
| 8.45 | 10.30 | **12.05** A M | 5.00 | |
| 8.20 | 10.00 | 11.25 | 4.25 | |
| **8.10** | **9.50** | 11.15 | 4.10 | |
| **7.55** | 9.35 | 11.00 | 3.55 | |
| 7.20 | 9.10 | 10.35 | { **3.30** / **2.50** | |
| 7.00 | 8.40 | 10.15 | **2.15** | |
| 6.35 | 8.15 | **9.50** | 1.45 | |
| 6.25 | 8.00 | 9.25 | 1.10 | |
| 6.15 | **7.50** | 9.10 | **12.50** | |
| 6.10 | 7.35 | 9.05 | 12.40 | |
| 5.55 | 7.00 | 8.45 | 12.20 P M | |
| { **5.25** / **5.00** | 6.35 | 8.15 | 11.55 | |
| 4.45 | 6.00 | 7.30 | 11.00 | |
| 4.35 | 5.50 | 7.20 | 10.45 | |
| **4.15** | 5.30 | **7.00** | **10.20** | |
| 3.55 | 5.10 | **6.40** | 9.50 | |
| 3.35 | **4.50** | 6.10 | 9.30 | |
| 3.15 | 4.15 | **5.50** | 9.10 | |
| 3.00 | 4.00 | 5.35 | 8.55 | |
| 2.45 | 3.45 | 5.20 | 8.40 | |
| 2.25 | **3.25** | 5.05 | 8.15 | |
| 2.05 | 3.05 | 4.45 | 7.55 | |
| 1.55 | 2.55 | 4.35 | 7.45 | |
| **1.15** P M | 2.15 A M | 4.00 P M | 7.00 A M | |
| 6.30 P M | 6.45 A M | 1.20 P M | | |
| Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. Ex. Sun. |

| | | | |
|---|---|---|---|
| SAN FRANCISCO | | | |
| dn. SACRAMENTO W. | 119.52 | 3.36 | |
| Am. River Bridge | 116.16 | 3.07 | |
| Benali | 113.09 | 1.49 | |
| Arcade | 111.60 | 6.42 | |
| Antelope | 105.18 | 3.90 | |
| d. ROSEVILLE JC W. | 101.28 | 3.91 | |
| dn. ROCKLIN W. | 97.37 | 3.04 | |
| d. Loomis | 94.33 | 2.88 | |
| d. Penryn | 91.45 | 3.18 | |
| d. Newcastle W. | 88.27 | 4.89 | |
| dn. Auburn W. | 83.38 | 6 71 | |
| d. Clipper Gap W. | 76.67 | 2.97 | |
| Applegate | 73.70 | 3.31 | |
| d. N. E. Mills | 70.39 | 5.06 | |
| dn. COLFAX W. | 65.33 | 4.50 | |
| C. H. Mills | 60.83 | 5.96 | |
| dn. Gold Run W. | 54.87 | 2.13 | |
| d. Dutch Flat | 52.74 | 1.87 | |
| n. Alta W. | 50.87 | .84 | |
| d. Towles | 50.03 | 4.00 | |
| Shady Run | 46.03 | 4.72 | |
| dn. Blue Canon W. | 41.31 | 3.03 | |
| 27. Wood Shed | 38.28 | 2.17 | |
| dn. Emigrant Gap W. | 36.11 | 4.26 | |
| Yuba Pass | 31.85 | 4.24 | |
| dn. Cisco | 27.61 | 3.51 | |
| Tamarack | 24.10 | 4.02 | |
| dn. Cascade | 20.08 | 2.81 | |
| Soda Springs | 17.27 | 2.96 | |
| dn. Summit W. | 14.31 | 2.70 | |
| Lakeview | 11.61 | 3.99 | |
| dn. Tunnel 13 | 7.62 | 1.10 | |
| Strong's Canon | 6.52 | 6.52 | |
| dn. TRUCKEE W. | 0.00 | | |
| OGDEN | | | |

# SACRAMENTO DIVISION: Roseville Junction and Red Bluff.

## FROM SAN FRANCISCO.

| Second Class. | | | First Class. | | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 1, July 1, 1892. STATIONS. | DISTANCE FROM RED BLUFF. | TOWARD SAN FRANCISCO. First Class. | | | Second Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 — Marysville Freight. Lv. Daily. Ex. Sun. | 31 — Oregon Freight. Lv. Daily, | 21 — Red Bluff Freight. Lv. Daily, | 17 — Redding Passenger. Lv. Daily, | 15 — Oregon Express. Lv. Daily, | 11 — Red Bluff Passenger. Lv. Daily, | | | | 12 — Red Bluff Passenger. Ar. Daily. | 16 — Oregon Express. Ar. Daily. | 18 — Redding Passenger. Ar. Daily. | 22 — Red Bluff Freight. Ar. Daily. | 32 — Oregon Freight. Ar. Daily. | 34 — Marysville Freight. Ar. Daily. Ex. Sun. |
| | | | A M 8.00 | P M 7.00 | A M 8.30 | | SAN FRANCISCO | | P M 4.45 | A M 8.15 | P M 7.15 | | | |
| A M 5.10 | A M 4.05 | A M 6.50 | A M 10.35 | P M 10.50 | P M 3.00 | | SACRAMENTO | | A M 10.40 | A M 4.35 | P M 4.00 | P M 10.00 | P M 5.35 | P M 4.55 |
| A M 6.40 | | | | P M 11.35 | **3.40** | *108.03* | d ROSEVILLE JUNC W | *116.72* | A M 9.50 | A M 3.35 | | | | P M **3.40** |
| | | | | | | | 6.10 | | | | | | | |
| 7.05 | | | | 11.50 | *f* 3.53 | *114.13* | Whitneys | *110.62* | *f* 9.36 | 3.20 | | | | 3.00 |
| | | | | | | | 4.19 | | | | | | | |
| 8.00 | | | | *s* 11.59 | *s* 4.02 | *118.32* | d Lincoln W | *106.43* | *s* 9.28 | *s* 3.13 | | | | 2.45 |
| | | | | A M | | | 4.13 | | | | | | | |
| 8.15 | | | | 12.08 | *f* 4.10 | *122.45* | Ewings | *102.30* | *f* 9.20 | 3.05 | | | | 2.20 |
| | | | | | | | 3.71 | | | | | | | |
| 8.30 | | | | 12.15 | *s* 4.17 | *126.16* | Sheridan | *98.59* | *s* 9.13 | 2.58 | | | | 2.05 |
| | | | | | | | 3.28 | | | | | | | |
| **9.05** | | | | *s* 12.24 | *s* 4.25 | *129.44* | d Wheatland | *95.31* | *s* **9.05** | *s* 2.52 | | | | 1.50 |
| | | | | | | | 6.28 | | | | | | | |
| 9.30 | | | | 12.37 | *f* 4.37 | *135.72* | Reed's | *89.03* | *f* 8.54 | 2.40 | | | | 1.25 |
| | | | | | | | 4.65 | | | | | | | |
| 9.50 | | | | 12.46 | *f* 4.45 | *140.37* | Rupert | *84.38* | *f* 8.45 | 2.30 | | | | 1.10 |
| | | | | | | | 1.83 | | | | | | | |
| 10.00 | A M 10.30 | | | *s* 1.00 | *s* 4.50 5.10 | *142.20* | d MARYSVILLE W | *82.55* | 8.40 *s*8.20 | *s* 2.25 | | | P M 12.15 | 1.00 |
| | | | | | | | 1.05 | | | | | | | P M |
| A M | 10.40 | | | *s* 1.05 | *s* 5.14 | *143.25* | BINNEY JUNC | *81.50* | *s* 8.16 | *s* 2.14 | | | 12.05 | |
| | | | | | | | 5.78 | | | | | | P M | |
| | 11.05 | | | 1.17 | *f* 5.25 | *149.03* | Lomo | *75.72* | *f* 8.05 | 2.00 | | | 11.45 | |
| | | | | | | | 3.90 | | | | | | | |
| | **11.30** | | | *f* 1.25 | *s* 5.33 | *152.93* | d Live Oak | *71.82* | *s* 7.58 | *f* 1.53 | | | **11.30** | |
| | P M 12.15 | | | *s* **1.40** | *s* 5.46 | *159.39* | 6.46 d Gridley | *65.36* | *s* 7.45 | *s* **1.40** | | | 11.05 | |
| | | | | | | | 3.47 | | | | | | | |
| | 12.50 | | | *s* 1.51 | *s* 5.54 | *162.86* | d Biggs W | *61.89* | *s* 7.35 | *s* 1.26 | | | 10.35 | |
| | | | | | | | 5.92 | | | | | | | |
| | 1.15 | | | 2.02 | *f* 6.06 | *168.78* | Silsby | *55.97* | *f* 7.23 | 1.14 | | | 10.05 | |
| | | | | | | | 4.10 | | | | | | | |
| | 1.35 | | | 2.10 | *s* 6.14 | *172.88* | d Nelson | *51.87* | *s* 7.15 | 1.06 | | | 9.50 | |
| | | | | | | | 6.60 | | | | | | | |
| | 2.05 | | | 2.23 | *s* 6.27 | *179.48* | d Durham | *45.27* | *s* 7.02 | 12.50 | | | 9.20 | |
| | | | | | | | 6.08 | | | | | | | |
| | 3.00 | | | *s* 2.40 | *s* 6.45 | *185.56* | d Chico W | *39.19* | *s* 6.50 | *s* 12.30 | | | 8.50 | |
| | | | | | | | 7.07 | | | | | | | |
| | 3.30 | | | 2.56 | *s* 7.00 | *192.63* | d Nord | *32.12* | *s* 6.30 | 12.05 | | | 7.55 | |
| | | | | | | | 2.34 | | | A M | | | | |
| | 3.40 | | | 3.00 | *f* 7.05 | *194.97* | Anita | *29.78* | *f* 6.24 | 11.59 | | | 7.40 | |
| | | | | | | | 2.39 | | | | | | | |
| | 3.50 | | | 3.05 | *s* 7.11 | *197.36* | Cana | *27.39* | *s* 6.19 | 11.53 | | | 7.30 | |
| | | | | | | | 2.76 | | | | | | | |
| | 4.00 | | | 3.10 | *f* 7.16 | *200.12* | Soto | *24.63* | *f* 6.13 | 11.46 | | | 7.20 | |
| | | | | | | | 4.29 | | | | | | | |
| | 4.25 | | | *s* 3.20 | *s* 7.25 | *204.41* | d Vina | *20.34* | *s* 6.05 | *s* 11.35 | | | 7.00 | |
| | | | | | | | 7.43 | | | | | | | |
| | 4.55 | | | 3.35 | *f* 7.40 | *211.84* | Sesma | *12.91* | *f* 5.47 | 11.15 | | | 6.20 | |
| | | | | | | | 1.25 | | | | A M | A M | | |
| | 5.05 | P M **7.45** | | P M 3.35 | *s* 3.40 | *s* **7.45** | *213.09* | d TEHAMA W | *11.66* | *s* 5.40 | *s* 11.10 | 11.00 | 9.50 | 6.05 |
| | | | | | | | 4.02 | | | | | | | |
| | 5.20 | 8.05 | | *f* 3.45 | 3.48 | *f* 7.55 | *217.11* | Proberta | *7.64* | *f* 5.32 | 11.02 | *f* 10.52 | 9.25 | 5.50 |
| | | | | | | | 3.04 | | | | | | | |
| | 5.30 | 8.15 | | *f* 3.51 | 3.55 | *f* 8.00 | *220.15* | Rawson | *4.60* | *f* 5.25 | 10.55 | *f* 10.45 | 9.15 | 5.40 |
| | | | | | | | 4.60 | | | | | | | |
| | 5.45 | 8.30 | | 4.00 | 4.05 | 8.10 | *224.75* | dn RED BLUFF W | *0.00* | **5.15** | 10.45 | 10.35 | 9.00 | **5.15** |
| | P M | P M | | P M | A M | P M | | | | A M | P M | A M | A M | A M |
| | 9.30 | 9.30 | | | 4.10 | | | dn ASHLAND W | | | 10.50 | | 4.20 | 4.20 |
| | P M | P M | | | P M | | | | | | A M | | A M | A M |
| Ar. Daily. Ex. Sun. | Ar. Daily. | Ar. Daily. | | Ar. Daily. | Ar. Daily. | Ar. Daily. | | | | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily, Ex. Sun. |

# SACRAMENTO DIVISION: Davis and Tehama.

## FROM SAN FRANCISCO.

| Second Class. | | First Class. | | DISTANCE FROM SAN FRANCISCO. | TIME TABLE NO. 1, July 1, 1892. STATIONS. | DISTANCE FROM TEHAMA. | TOWARD SAN FRANCISCO. First Class. | | Second Class. |
|---|---|---|---|---|---|---|---|---|---|
| 31 Oregon Freight. Lv. Daily. | 21 Red Bluff Freight. Lv. Daily. | 49 Oroville Passenger. Lv. Daily. | 17 Redding Passenger. Lv. Daily. | | | | 18 Redding Passenger. Ar. Daily. | 50 Oroville Passenger. Ar. Daily. | 22 Red Bluff Freight. Ar. Daily. | 32 Oregon Freight. Ar. Daily. |
| | | P M 4.30 | A M 8.00 | | SAN FRANCISCO | | P M 7.15 | A M 10.45 | | |
| A M 4.05 | A M 6.50 | P M 7.40 | A M 10.35 | | SACRAMENTO | | P M 4.00 | A M 7.45 | P M 10.00 | P M 5.35 |
| A M 5.30 | A M 8.30 | P M 8.20 | A M 11.15 | 76.56 | dn. DAVIS W. | 110.80 | P M 3.20 | A M 7.10 | P M 8.50 | P M 4.30 |
| | | | | | 5.05 | | | | | |
| 5.50 | 8.55 | f **8.30** | f 11.25 | 81.61 | Merritts | 105.75 | f 3.09 | f 7.00 | **8.30** | 4.10 |
| | | | | | 2.51 | | | | | |
| 6.00 | 9.05 | f 8.35 | f 11.30 | 84.12 | Mullen | 103.24 | f 3.04 | f 6.55 | 8.00 | 4.00 |
| | | | | | 1.83 | | | | | |
| **6.50** A M | 10.00 | 8.40 P M | s 11.35 | 85.95 | d. WOODLAND W. | 101.41 | s 3.00 | **6.50** A M | 7.50 | 3.50 P M |
| | | | | | 4.91 | | | | | |
| | 10.40 | | s 11.50 | 90.86 | d. Yolo | 96.50 | s 2.45 | | 7.00 | |
| | | | | | 5.88 | | | | | |
| | 11.05 | | s 12.02 P M | 96.74 | d. Blacks | 90.62 | s 2.35 | | 6.30 | |
| | | | | | 7.52 | | | | | |
| | 11.40 | | s 12.21 | 104.26 | d. Dunnigan W. | 83.10 | s 2.20 | | 5.45 | |
| | | | | | 3.11 | | | | | |
| | 11.55 | | f 12.28 | 107.37 | Hershey | 79.99 | f 2.13 | | 5.25 | |
| | | | | | 1.93 | | | | | |
| | 12.05 P M | | f 12.32 | 109.30 | Harrington | 78.06 | f 2.10 | | 5.15 | |
| | | | | | 5.17 | | | | | |
| | **12.45** | | s **12.45** | 114.47 | d. Arbuckle | 72.89 | s 2.00 | | 4.50 | |
| | | | | | 4.06 | | | | | |
| | 1.05 | | f 12.55 | 118.53 | Genevra W. | 68.83 | f 1.52 | | 4.10 | |
| | | | | | 0.93 | | | | | |
| | 1.10 | | f 12.58 | 119.46 | Macy | 67.90 | f 1.50 | | 4.00 | |
| | | | | | 5.73 | | | | | |
| | **1.40** | | s 1.10 | 125.19 | d. Williams | 62.17 | s **1.40** | | 3.35 | |
| | | | | | 4.94 | | | | | |
| | 2.10 | | s **1.25** | 130.13 | d. COLUSA JUNC. | 57.23 | s **1.25** | | 3.05 | |
| | | | | | 3.91 | | | | | |
| | **2.40** | | s 1.37 | 134.04 | d. Maxwell W. | 53.32 | s 1.15 | | **2.40** | |
| | | | | | 5.24 | | | | | |
| | 3.05 | | f 1.48 | 139.28 | Delavan | 48.08 | f 1.05 | | 2.15 | |
| | | | | | 3.66 | | | | | |
| | 3.20 | | s **1.55** | 142.94 | d. Norman | 44.42 | s 12.56 | | **1.55** | |
| | | | | | 2.36 | | | | | |
| | 3.30 | | f 2.00 | 145.30 | Logandale | 42.06 | f 12.50 | | 1.35 | |
| | | | | | 5.57 | | | | | |
| | 4.15 | | s 2.20 | 150.87 | d. WILLOWS W. | 36.49 | { 12.40 s12.20 | | 1.15 | |
| | | | | | 3.37 | | | | | |
| | 4.30 | | f 2.28 | 154.24 | Lyman | 33.12 | f 12.10 | | 12.40 | |
| | | | | | 3.57 | | | | | |
| | 4.55 | | s 2.36 | 157.81 | d. Germantown | 29.55 | s 12.01 | | 12.25 | |
| | | | | | 5.13 | | | | | |
| | 5.15 | | f 2.46 | 162.94 | Greenwood | 24.42 | P M f 11.51 | | 12.05 | |
| | | | | | 3.46 | | | | | |
| | 5.40 | | s 2.53 | 166.40 | d. Orland W. | 20.96 | s **11.45** | | P M **11.45** | |
| | | | | | 3.61 | | | | | |
| | 5.55 | | f 3.00 | 170.01 | Malton | 17.35 | f 11.37 | | 11.10 | |
| | | | | | 4.34 | | | | | |
| | 6.10 | | s 3.09 | 174.35 | Kirkwood | 13.01 | s 11.29 | | 10.55 | |
| | | | | | 5.18 | | | | | |
| | 6.55 | | s 3.20 | 179.53 | d. Corning | 7.83 | s 11.19 | | 10.30 | |
| | | | | | 3.27 | | | | | |
| | 7.10 | | f 3.26 | 182.80 | Richfield | 4.56 | f 11.11 | | 10.10 | |
| | | | | | 2.08 | | | | | |
| | 7.20 | | f 3.30 | 184.88 | Finnell | 2.48 | f 11.07 | | 10.00 | |
| | | | | | 2.48 | | | | | |
| | 7.30 P M | | 3.35 P M | 187.36 | d. TEHAMA W. | 0.00 | 11.00 A M | | 9.50 A M | |
| Ar. Daily. | Ar. Daily. | Ar. Daily. | Ar. Daily. | | | | Lv. Daily. | Lv. Daily. | Lv. Daily. | Lv. Daily. |

# SACRAMENTO DIVISION: Woodland and Oroville.

| FROM SAN FRANCISCO. | | | | | | | | | | | TIME TABLE No. 1, July 1, 1892. | | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Second Class. | | | | First Class. | | | | | DISTANCE FROM SAN FRANCISCO. | | | DISTANCE FROM OROVILLE. | First Class. | | | | Second Class. | | | | |
| | | | 31 Oregon Freight. | | | 101 Oroville Passenger and Freight. | | 49 Oroville Passenger. | | | STATIONS. | | 50 Oroville Passenger. | | 102 Oroville Passenger and Freight. | | | 32 Oregon Freight. | | | |
| | | | Lv. Daily. | | | Lv. Daily. | | Lv. Daily. | | | | | Ar. Daily. | | Ar. Daily. | | | Ar. Daily. | | | |
| | | | | | | A M 8.30 | | P M 4.30 | | | SAN FRANCISCO | | A M 10.45 | | P M 7.15 | | | | | | |
| | | | A M 6.50 | | | | | P M 8.40 | 85.95 | d | WOODLAND W. | 62.78 | A M 6.50 | | | | | P M 3.30 | | | |
| | | | 7.15 | | | | | f 8.55 | 91.03 | | 5.08 Curtis | 57.70 | f 6.35 | | | | | 3.10 | | | |
| | | | 7.45 | | | | | s 9.06 | 95.13 | d | 4.10 Knights Landing | 53.60 | s 6.25 | | | | | 2.50 | | | |
| | | | 8.20 | | | | | f 9.28 | 106.16 | | 11.03 Chandler | 42.57 | f 6.04 | | | | | 2.15 | | | |
| | | | 8.30 | | | | | s 9.32 | 108.56 | d | 2.40 Marcuse | 40.17 | s 6.00 | | | | | 2.05 | | | |
| | | | 8.45 | | | | | f 9.39 | 112.46 | | 3.90 Tudor W. | 36.27 | f 5.52 | | | | | 1.50 | | | |
| | | | 9.00 | | | | | f 9.47 | 116.96 | | 4.50 Oswald | 31.77 | f 5.44 | | | | | 1.35 | | | |
| | | | 9.20 | | | | | s 9.55 | 121.36 | | 4.40 Yuba City | 27.37 | s 5.36 | | | | | 1.20 | | | |
| | | | 9.30 | | | | | s 10.00 | 122.83 | | 1.47 E. St., Marysville | 25.90 | s 5.30 | | | | | 1.10 | | | |
| | | | 9.40 | | | | | s 10.05 | 123.63 | | 0.80 BINNEY JUNCTION | 25.10 | s 5.25 | | | | | 1.00 | | | |
| | | | 9.50 A M | | | P M 5.15 | | | 124.68 | d | 1.05 MARYSVILLE W. | 26.15 | | | A M 8.10 | | | P M 12.50 | | | |
| | | | | | | s 5.19 | | s 10.05 | 123.63 | | 1.05 BINNEY JUNCTION | 25.10 | s 5.25 | | s 8.05 | | | | | | |
| | | | | | | f 5.50 | | f 10.25 | 131.63 | | 8.00 Ramirez | 17.10 | f 5.05 | | f 7.35 | | | | | | |
| | | | | | | f 5.57 | | f 10.30 | 133.73 | | 2.10 Coombs | 15.00 | f 5.00 | | f 7.28 | | | | | | |
| | | | | | | s 6.10 | | s 10.35 | 135.93 | d | 2.20 Honcut | 12.80 | s 4.55 | | s 7.20 | | | | | | |
| | | | | | | f 6.20 | | f 10.38 | 136.63 | | 0 70 Vaucluse | 12.10 | f 4.52 | | f 7.10 | | | | | | |
| | | | | | | f 6.34 | | f 10.46 | 140.13 | | 3.50 Cox's Lane | 8.60 | f 4.44 | | f 6.55 | | | | | | |
| | | | | | | s 6.50 | | s 10.50 | 143.43 | d | 3.30 Palermo | 5.30 | s 4.36 | | s 6.40 | | | | | | |
| | | | | | | f 7.02 | | f 10.57 | 146.03 | | 2.60 Villa Verona | 2.70 | f 4.29 | | f 6.28 | | | | | | |
| | | | | | | 7.15 P M | | 11.05 P M | 148.73 | d | 2.70 OROVILLE W. | 0.00 | 4.20 A M | | 6.15 A M | | | | | | |
| | | | Ar. Daily. | | | Ar. Daily. | | Ar. Daily. | | | | | Lv. Daily. | | Lv. Daily. | | | Lv. Daily. | | | |

## WILLOWS AND FRUTO.

| | | | | | | | | 57 Fruto Passenger and Freight. | DISTANCE FROM SAN FRANCISCO. | | STATIONS. | DISTANCE FROM FRUTO. | 58 Fruto Passenger and Freight. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Lv. Daily, Ex. Sun. | | | | | Ar. Daily. Ex. Sun. | | | | | | | | |
| | | | | | | | | P M 4.30 | 150.87 | d | WILLOWS | 17.10 | A M 11.15 | | | | | | | | |
| | | | | | | | | f 4.55 | 156.77 | | 5.90 Kurand | 11.20 | f 10.50 | | | | | | | | |
| | | | | | | | | f 5.05 | 159.37 | | 2.60 Halconera | 8.60 | f 10.40 | | | | | | | | |
| | | | | | | | | f 5.10 | 160.57 | | 1.20 Millsholm | 7.40 | f 10.35 | | | | | | | | |
| | | | | | | | | f 5.20 | 162.57 | | 2.00 Falerni | 5.40 | f 10.25 | | | | | | | | |
| | | | | | | | | f 5.30 | 164.57 | | 2.00 Athena | 3.40 | f 10.15 | | | | | | | | |
| | | | | | | | | 5.45 P M | 167.97 | d | 3.40 FRUTO | 0.00 | 10.00 A M | | | | | | | | |
| | | | | | | | | Ar. Daily. Ex. Sun. | | | | | Lv. Daily, Ex. Sun. | | | | | | | | |

# SACRAMENTO DIVISION: Sacramento and Placerville

**TIME TABLE No. 1, July 1, 1892.**

## FROM SAN FRANCISCO.

| Second Class. | First Class. | | | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM PLACERVILLE. | TOWARD SAN FRANCISCO. First Class. | | | Second Class. |
|---|---|---|---|---|---|---|---|---|---|---|
| 205 — Placerville Freight. Lv. Daily, Ex. Sun. | 203 — Folsom Passenger. Lv. Daily, Ex. Sun. | 201 — Placerville Passenger. Lv. Daily, Ex. Sun. | | | | | 202 — Placerville Passenger. Ar. Daily, Ex. Sun. | 204 — Folsom Passenger. Ar. Daily, Ex. Sun. | | 206 — Placerville Freight. Ar. Daily, Ex. Sun. |
| P M 12.15 | P M 4.45 | A M 7.30 | 89.79 | dn **SACRAMENTO** W. 5.64 | 59.67 | P M 2.40 | A M 8.00 | | A M 10.10 | |
| For time Sacramento to Brighton | see Western Division time table. | | | | | For time Brighton to Sacramento | | | see Western Division time table. | |
| P M 12.45 | P M 5.00 | A M **7.45** | 95.43 | d.....Brighton..... 0.79 | 54.03 | P M 2.23 | A M **7.45** | | A M 9.42 | |
| 12.49 | f 5.02 | f 7.47 | 96.22 | .....New Ramona..... 0.50 | 53.24 | f 2.21 | f 7.43 | | 9.39 | |
| 12.52 | f 5.03 | s 7.48 | 96.72 | .....Perkins..... 1.60 | 52.74 | s 2.20 | f 7.42 | | 9.37 | |
| 1.01 | f 5.07 | f 7.52 | 98.32 | ..... Manlove..... 1.44 | 51.14 | f 2.16 | f 7.38 | | 9.27 | |
| 1.10 | f 5.11 | s 7.55 | 99.76 | ..... Mayhew..... 1.76 | 49.70 | s 2.13 | f 7.34 | | 9.17 | |
| 1.19 | s 5.15 | s 7.59 | 101.52 | ..... Routier..... 0.86 | 47.94 | s 2.09 | s 7.30 | | 9.07 | |
| 1.24 | f 5.18 | f 8.02 | 102.38 | ..... Mills..... 2.15 | 47.08 | f 2.06 | f 7.27 | | 9.02 | |
| 1.36 | f 5.24 | f 8.08 | 104.53 | .....Soudan..... 1.53 | 44.93 | f 2.00 | f 7.21 | | 8.49 | |
| **1.57** | f 5.28 | f 8.12 | 106.06 | .....Salsbury..... 2.20 | 43.40 | f **1.57** | f 7.17 | | 8.39 | |
| 2.09 | f 5.34 | s 8.18 | 108.26 | .....Natoma..... 0.96 | 41.20 | s 1.51 | f 7.10 | | 8.27 | |
| 2.14 | f 5.37 | f **8.22** | 109.22 | ..... Alder Creek..... 2.64 | 40.24 | f 1.48 | f 7.08 | | **8.22** | |
| 2.30 / 2.50 f | 5.45 P M | s 8.30 / 8.35 f | 111.86 | d.... **FOLSOM** ....W. 6.89 | 37.60 | 1.40 / s 1.35 f | 7.00 A M | | 8.00 / 7.30 f | |
| 3.25 | | f 8.56 | 118.75 | .....White Rock ...W. 5.09 | 30.71 | f 1.13 | | | 6.56 | |
| 3.50 | | f 9.12 | 123.84 | ..... Cothrin..... 3.06 | 25.62 | f 12.57 | | | 6.31 | |
| 4.05 | | s 9.22 | 126.90 | d.....Latrobe..... 2.19 | 22.56 | s 12.48 | | | 6.16 | |
| 4.15 | | f 9.28 | 129.09 | .....Bryant..... 1.45 | 20.37 | f 12.42 | | | 6.06 | |
| 4.25 | | f 9.32 | 130.54 | ..... Brandon..... 1.65 | 18.92 | f 12.38 | | | 5.59 | |
| 4.35 | | f 9.36 | 132.19 | ..... Dugan..... 2.10 | 17.27 | f 12.34 | | | 5.51 | |
| 4.47 | | f 9.42 | 134.29 | .....Bennett..... 3.38 | 15.17 | f 12.28 | | | 5.41 | |
| 5.04 | | s 9.52 | 137.67 | d..Shingle Springs.... 3.59 | 11.79 | s 12.16 | | | 5.25 | |
| 5.21 | | f 10.04 | 141.26 | ..... Cummings..... 2.20 | 8.20 | f 12.04 | | | 5.08 | |
| 5.31 | | s 10.10 | 143.46 | d.....El Dorado..... 2.30 | 6.00 | P M s 11.58 | | | 4.58 | |
| 5.43 | | s 10.16 | 145.76 | d..... Diamond..... 3.70 | 3.70 | s 11.52 | | | 4.48 | |
| 6.05 P M | | 10.30 A M | 148.46 | d. **PLACERVILLE** .W. | 0.00 | 11.40 A M | | | 4.30 A M | |
| Ar. Daily, Ex. Sun. | Ar. Daily, Ex. Sun. | Ar. Daily, Ex. Sun. | | | | Lv. Daily, Ex. Sun. | Lv. Daily, Ex. Sun. | | Lv. Daily, Ex. Sun. | |

# SPECIAL RULES.

## BETWEEN SACRAMENTO AND TRUCKEE.

At Gold Run trains bound toward San Francisco will side-track for trains of the same class, but irregular trains must not occupy the main track against regular trains, unless authorized by the Train Dispatcher to do so.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

At Shady Run, the long siding;
At Blue Cañon, the upper siding;
At Emigrant Gap, the lower siding;
At Summit, the middle siding.

The train holding main line must not pass the further switch of these sidings until due to leave except by special order or when properly protected by danger signals. At points not named in this rule the customary passing track will be treated in the same manner.

Train No. 7 will take lower siding at Blue Cañon for Nos. 1 and 6.

Between Blue Cañon and Strong's Cañon, trains following each other must be kept twenty minutes apart regardless of Rules 86, 87, 88 and 89, except when the leading train consists of light engines, or when permission is given by Train Dispatcher to run closer together.

On descending grades between Tunnel 13 and Colfax, first-class trains must not exceed schedule time except by special order. On *all* descending grades speed of second-class trains must be limited to fifteen miles per hour unless otherwise ordered.

**All trains must get orders or clearance cards before leaving Sacramento, Rocklin or Truckee.**

All trains and engines approaching Sacramento must reduce speed at the "slow" board near Tenth Street, and must be kept under perfect control while running through Sacramento yard.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13 train-order signal lamps must be kept burning at all hours, day and night.

All trains must use at least six minutes in crossing American River trestle.

Trains Nos. 1, 2, 25 and 26 will stop on signal at Lander.

Water supply at the following points between time-table stations:

One mile east of Strong's Cañon;
One-half mile west of Cascade;
Two miles west of Cisco;
One mile east of Colfax.

## MARYSVILLE, WILLOWS AND OROVILLE LINES.

The limits of Marysville yard extend from Marysville station, through Binney Junction, to the E Street depot on Oroville line. The northern limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Oroville line. Within the limits of these yards trains will run with care and under full control, expecting to find main track occupied, and in case of fog or other obstruction will protect themselves by flag and use every precaution to prevent accident.

When Trains Nos. 15 and 16 meet at Gridley, Train No. 16 will take siding.

Trains will stop on signal as follows:

Nos. 11 and 12 at Ensign;
Nos. 11, 12, 17 and 18 at Tyler;
Nos. 17 and 18 at Yankville.

**All trains must get orders or clearance cards before leaving Davis.**

## BETWEEN SACRAMENTO AND PLACERVILLE.

The limits of Folsom yard extend from Folsom Junction to the Granite Quarry. Within these limits trains will run with care, expecting to find main track occupied.

*Train No. 201 will have right of track against Train No. 202.*

## GENERAL.

**Standard clocks,** as per Rule 14, are located in train master's office at **Rocklin, Red Bluff** and **Truckee.**

When trains take siding for other trains, the forward brakeman, after opening and properly securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch, the conductor also being responsible for the same as per Rule 117.

Between Rocklin and Truckee trains will be governed by the speed rule already laid down. On other portions of this division trains must not exceed schedule time unless the condition of train, track, weather and all circumstances warrant their doing so with safety. Conductors and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety will permit.

Between Sacramento and Truckee train-order signal lamps at day telegraph stations will be extinguished when office is closed for the night. Between Roseville Junction and Red Bluff, offices that are open for Trains Nos. 15 and 16 will have their signal lamps burning from a time fifteen minutes before these trains are due until they have passed. On other lines of this division signal lamps will not be lit if all trains for the day have passed.

Trains Nos. 205 and 206 will carry passengers between Sacramento and Placerville. No other freight trains on this time table will carry passengers, except as provided in Rule 242.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop when wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

***See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.***